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MEETING NOTICE AND AGENDA

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

The San Diego Regional Traffic Engineers Council may take action on any item appearing on this agenda.

Thursday, May 8, 2008

9 to 11 a.m.

SANDAG, 7th Floor Conference Room
 401 B Street, Suite 800
 San Diego, CA 92101-4231

Chair: Kathy Feilen, City of La Mesa
 Vice Chair: Frank Rivera, City of Chula Vista

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AGENDA HIGHLIGHT

- PROPOSITION 1B TRAFFIC LIGHT SYNCHRONIZATION PROGRAM (TLSP) REGIONAL PROJECT SUBMITTALS UPDATE
- SMART GROWTH TRIP GENERATION AND PARKING DEMAND STUDY UPDATE

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SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

Thursday, May 8, 2008

ITEM #		RECOMMENDATION
1.	INTRODUCTIONS	
+2.	MEETING SUMMARY OF APRIL 10, 2008	APPROVE
	SANTEC is asked to review and approve the meeting notes of the April 10, 2008, meeting.	
3.	PUBLIC COMMENTS	
4.	PROPOPOSITION 1B TRAFFIC LIGHT SYNCHRONIZATION PROGRAM (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.	SMART GROWTH TRIP GENERATION AND PARKING DEMAND STUDY UPDATE (SANDAG Staff)	DISCUSSION
	In May 2007, SANTEC members were informed that staff would be undertaking a Smart Growth Trip Generation and Parking Demand Study. This effort is a key component of gathering empirical data that would supplement the SD Traffic Generators Manual and provide key information for the implementation of the Urban Design Guidelines component of the Regional Comprehensive Plan adopted in 2004. Staff will provide a brief review of the project objectives, progress update on current efforts to date, and highlight key study next steps including a proposed data collection process and methodology.	
+6.	ASSEMBLY BILL NO. 321 (SANTEC)	INFORMATION
	This item is being presented for discussion and information sharing purposes as requested by SANTEC.	
7.	TRAFFIC ENGINEERING WORKSHOP FOR PUBLIC OFFICIALS – PLANNING UPDATE (SANTEC Members)	UPDATE
	SANTEC members will be provided with a progress update on the workshop.	
8.	CTAC MEETING BRIEFING	INFORMATION
	The SANTEC will be provided with an overview of the CTAC meeting held on May 2008.	

ITEM #

RECOMMENDATION

- + 9. 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

May 8, 2008

AGENDA ITEM NO.: **2**

Action Requested: APPROVE

MEETING SUMMARY OF APRIL 10, 2008

File Number 1109101

1. Introductions

The attendees of the meeting introduced themselves at the request of the SANTEC Chair.

2. Comments from the Public

This item, originally listed as Agenda Item No. 3, was moved forward until quorum was reached. There were no comments from the public.

3. Approval of Meeting Summary

The motion was made and seconded to approve the SANTEC meeting notes for March 13, 2008. The motion passed.

4. Proposition 1B Traffic Light Synchronization Program (TLSP) Update

This item was presented by Ellison Alegre, SANDAG staff. Mr. Alegre provided an update on the draft Proposition 1B TLSP under consideration by the California Transportation Commission. SANDAG staff provided and reviewed two handouts related to the Traffic Light Synchronization Program (TLSP) applications submitted at the March 30, deadline by agencies within San Diego County.

The four-page handout from the Caltrans TLSP website summarized the statewide TLSP efforts to date. In summary, a total \$349 million was requested statewide for funding under TLSP per Proposition 1B. Outside the City of Los Angeles, there were 117 TLSP applications submitted, requesting \$199 million in TLSP funding. Total project costs (construction and right-of-way) for these 117 applications were \$386 million. Per Prop 1B, the City of Los Angeles formally requested their \$150 million set-aside for 21 projects, with project costs totaling \$182 million.

Approximately \$17.9 million of the statewide TLSP requests came from Central part of the state (9%), \$82 million from the Southern California counties (41%) and \$99 million from Northern California (50%).

Locally, there were 19 applications submitted by San Diego County agencies, the six regional submittals from SANDAG and thirteen (13) from local jurisdictions. The TLSP request from San Diego County agencies make up approximately 8 percent of the total statewide request. Local funding match for proposed TLSP projects ranged from 10 to 52 percent, with composite local match of 29 percent across all 19 applications. A one-page handout summarized the regional TLSP applications submitted by SANDAG. SANDAG's regional submittals requested \$12.3 million in TLSP funding.

The initial list of funded projects under TLSP is scheduled to be released by Caltrans at the end of April. Subsequent approval of the initial or potentially revised list of projects by the CTC is scheduled for the end of May.

5. Traffic Calming Programs Overview/Information Sharing

Kathy Feilen (City of La Mesa) handed out two attachments and discussed a current traffic calming project in the City of La Mesa. The \$40,000 project will develop of a series of chicanes on High Street. This project was influenced by previous projects in Chula Vista and Oceanside. This project will go out to bid shortly with construction complete at the end of the 2008. Paul Pace, City of Oceanside, mentioned that irrigation of landscaping was a major issue on this type of traffic calming project. The group also discussed the impacts of traffic calming tools on fire response vehicles.

Duncan Hughes, City of San Diego, discussed the City's Traffic Calming Program, presenting traffic calming tools included in the draft Traffic Calming Handbook and Technical Appendix.

Mr. Pace passed out a one-page handout and discussed the City of Oceanside's speed hump installation guidelines. Mr. Pace noted that these guidelines should be refined for each City's specific circumstances. Community support is a key issue in developing, adopting and implementing speed humps. Mr. Mei, City of Santee, concurred that community "buy-in" is necessary and that petitions are a good tool for prioritizing projects or reinforcing or verifying community support.

(Note that this agenda item was interrupted by a 25-minute fire drill which required the evacuation of the entire 401 B Street Building.)

General discussion continued concerning stop sign control warrants and other issues with uncontrolled intersections.

6. Assembly Bill No. 321

Kathy Feilen, City of La Mesa, initiated discussion of this bill seeking to revise speed limits within school zones. This item was tabled to the May 2008 meeting to allow SANTEC members sufficient time to review the language of the proposed bill.

7. Traffic Engineering Workshop for Public Officials – Planning Update

Zoubir Ouadah, City of Poway, was absent and therefore this item was tabled to the May 2008, meeting. SANDAG staff mentioned that Mr. Ouadah had notified them via e-mail on April 9, of his inability to attend this month's SANTEC meeting and his intent on rescheduling this workshop for June 2008. Carlton Urban, City of Carlsbad, recommended that a SANTEC sub group be developed for future planning and implementation of workshop efforts. SANTEC Chair noted Mr. Ouadah's efforts in planning and organizing previous workshops and explained the current challenges and setbacks in organizing this year's workshop. Mr. Urban clarified that the proposal reflects his willingness to provide Mr. Ouadah with his assistance in organizing this year's event. Mr. Brown, City of Vista, also volunteered his services.

8. Cities/County Transportation Advisory Committee (CTAC) Meeting Briefing

The April 2008 CTAC meeting was cancelled.

9. 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 May 8, 2008.

SANDAG staff announced that status updates will be given on the TLSP project selection process at the May and June meetings. SANDAG staff will also present initial arterial analysis results for the 2008 Congestion Management Program (CMP) Update at the May meeting.

10. Matters from Members

SANDAG staff reminded members that 2007 updates to the Highway Performance Monitoring System (HPMS) were due on March 31. Jurisdictions that have yet to submit its respective HPMS update were asked to do as soon as possible.

Kathy Feilen, City of La Mesa, initiated a roundtable discussion on how red-light enforcement programs were doing in participating jurisdictions. Cities of Vista and Escondido are currently operating red-light enforcement programs at a net loss.

Bruce Grafrath, City of Escondido, mentioned that the Coalition Against Bigger Trucks has asked the city to formally oppose the current Federal bill expanding NAFTA truck coverage. City of Carlsbad has received a similar request.

The meeting adjourned at 11:00 a.m.

San Diego Association of Governments

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

May 8, 2008

AGENDA ITEM NO.: **5**

Action Requested: DISCUSSION

SMART GROWTH TRIP GENERATION AND PARKING DEMAND STUDY

File Number 1109101

Introduction

Smart growth developments are generally perceived to generate fewer auto trips and less demand for parking as compared to conventional developments due to an increased number of trips via transit, walking, or bicycling. However, there is a lack of empirical data to demonstrate this in the San Diego region. Current trip generation and parking supply guidelines are based on conventional suburban development, perhaps imposing a burden on developers and jurisdictions to provide more roadway and parking capacity than is necessary. Application of identified trip generation and parking demand rates appropriate for smart growth development could result in cost savings for jurisdictions, developers, homebuyers, and renters. Members of SANDAG's working groups and policy advisory committees have expressed interest in this subject.

This study will identify trip generation rates and parking demand associated with smart growth developments. The study will be used in developing SANDAG's Smart Growth Urban Design Guidelines and to update SANDAG's *San Diego Traffic Generators Manual*, a guide to trip generation rates in the San Diego region. The study will also be available for local jurisdictions to use in their planning efforts.

Discussion

The purpose of this study is to identify trip generation rates (automobile, transit, biking, walking) and parking demand associated with smart growth developments. The study is intended to address the following questions:

1. Does smart growth development result in lower trip generation rates and decreased parking demand as compared to traditional development? If so, what rates have been observed?
2. What are the characteristics of smart growth development that account for identified reductions in trip generation and parking demand?
3. Can identified trip generation rates and reductions in parking demand associated with smart growth development in other regions be applied in the San Diego region? Have similar results been found locally?

The study findings will be used to:

- Supplement SANDAG's *San Diego Traffic Generators Manual* (the Manual was last updated in 2000, and currently lists trip reduction guidelines only for mixed-use developments and those located within ¼ mile of a transit station);
- Develop the parking component of the SANDAG Smart Growth Design Guidelines;
- Provide data as a resource for local jurisdictions when planning smart growth development;
- Provide data as a resource for planning activities at the specific plan/community plan level;
- Provide data as a resource for SANDAG, NCTD, and MTS in their development review activities; and
- Provide information to be used in updating SANDAG's transportation model.

SANDAG has retained Fehr & Peers as a consultant in this effort, with subconsultants including VRPA Technologies, KTU+A, and Robert Cervero and Reid Ewing. Because of seasonal fluctuations, Fehr & Peers would like to begin data collection in May, at approximately 15 smart growth sites throughout the region. Sites will be located in Smart Growth Opportunity Areas (SGOAs) that have been identified by SANDAG in its Smart Growth Concept Map. Data collection will consist of multi-modal traffic and parking counts and surveys at each smart growth site. Please see Attachment 1 for additional details on proposed site selection and data collection methodologies.

Once data collection is complete, the consultant will investigate relationships between trip generation and parking and the following factors:

1. Density
2. Diversity of uses
3. Urban design
4. Destination accessibility
5. Distance to transit
6. Demographics
7. Development scale
8. Demand management

The above analysis will lead directly to a set of elasticities that will relate trip generation by mode and parking generation to each of the factors listed above. Equations through which these factors can be combined to indicate overall effects resulting from combinations of development characteristics will be provided as well.

Next Steps

The project consultant has prepared and developed a Site Selection and Data Collection methodology for SANTEC review and input and is presented as Attachment 1. The site selection will be focused on the smart growth planning areas identified the RCP. Once sites have been selected, data collection will begin, and is expected to be completed by the end of Summer 2008. Staff and the consultant will work closely with the San Diego Regional Traffic Engineers Council, the Cities/County Transportation Advisory Committee, and the Regional Planning Technical Working Group on the study. Periodic status reports will be provided to the above working groups and to the Regional Planning and Transportation Committees.

Attachment: 1. Additional Details on SANDAG Smart Growth Trip and Parking Generation Site Selection and Data Collection Methodologies

Key Staff Contact: Christine Eary, (619) 699-6928, cea@sandag.org

Additional Details on SANDAG Smart Growth Trip and Parking Generation Site Selection and Data Collection Methodologies

Logistical Criteria

Derived in part from the criteria established for the Caltrans Urban Infill Trip Generation Rates Study:

The maturity and occupancy of the site - Newly constructed buildings are poor candidates as they may not have developed stable travel characteristics or tenancy. Survey sites should be at least one year old and at occupancy levels of at least 75%. Occupancy level will be taken into account when computing independent variables related to the site's population, dwelling units, employment, and occupied square footage.

Practicality of collecting data - The ability to cost-effectively collect travel data is critical. Very large and complex sites (such as multiple office towers and large mixed-use centers) with multiple entrances, skywalks connections to adjacent buildings, and large plazas, are difficult to survey and to verify that all trips have been captured. Similarly, developments whose parking is provided by shared, off-site or public facilities cannot be cost-effectively surveyed for either trip or parking generation.

Ability to gain permission - The property owner/manager must provide permission to survey the site. Not only is this a courtesy to the owner/ manager, but is necessary to be able to obtain independent variable data such as building size, number of units, and level of occupancy. SANDAG has considerable experience gaining permission to conduct trip generation counts within the region. Also, through their role as approving agencies for future development proposals in the region, SANDAG's member jurisdictions can demonstrate some potential ultimate benefit to property developers deriving from the availability of more tailored and accurate rates for assessing the impacts of new proposals for smart growth development. Therefore, we plan to rely primarily on SANDAG to facilitate gaining the necessary agreements. In some cases, members of our team or supporting members of the region's traffic engineering community who have prior relationships with local developers, building owners and business organizations may be able to obtain needed permissions.

Ability to collect data on development characteristics - Quantitative data on the size, content and other characteristics of the development are essential to developing the trip and parking generation rates. These independent variables include: dwelling units studio or 1 BR, dwelling units 2+ BR, BMR dwelling units, senior dwelling units, parking spaces, monthly parking charge, square feet of retail by SIC grouping, square feet of office by SIC grouping, square feet of other employment by SIC.

Recognition of Parking Management Factors

We will consider the influence of the parking codes, policies and management strategies of the host jurisdictions and the sites themselves. This information will inform our discussions with SANDAG working groups on the jurisdictions in which travel and parking surveys will be conducted. These decisions will need to recognize that certain parking policies represent an important demand management strategy that is sometimes, but not always, included in smart growth plans. The

parking studies need to clearly account for this factor in data collection and subsequent analysis and guidelines.

Categorization of Development Types

Candidate smart growth development sites will be characterized along at least eight dimensions (D's): density, diversity of uses, design characteristics, destination accessibility, distance from transit, demographics, development scale and demand management.

Site Selection Process

We plan to undertake the following process to identify sites for data collection:

1. Summarize site-selection criteria
2. Identify a long-list of potential sites in consultation with SANDAG and its working groups
3. Conduct reconnaissance of the candidate sites to ascertain any logistical or site constraints and to make a determination as to the feasibility of cost-effectiveness of surveying each candidate site.
4. Review reduced list of feasible candidate sites with SANDAG working groups to finalize selection of survey locations.

Contextual Factors

Among the factors that will be considered in the selection of study areas will be the importance of capturing smart growth effects that often go unrecognized in the public discussion of benefits and trade-offs, including self-selection, critical mass, context and buffer effects.

- Self-selection: Smart growth sites and transit-oriented developments (TOD) attract residents who are predisposed to leave in and take advantage of the lifestyle such a development allows including less vehicular travel and less reliance on the auto. To be most representative of new smart growth projects, this study should emphasize survey sites whose occupants moved into the area after the site achieved a sufficient number of smart growth or TOD characteristics in order to capture the full effect of self-selection on reducing auto travel and parking.
- Critical mass: small developments surrounded with dissimilar other uses are less effective at reducing trips and parking. The development itself or the immediate area needs to achieve a personality in order to achieve full effectiveness. Survey sites should be selected in a manner that recognizes this distinction.
- Context: Surveys and analysis should also account for buffer effects, as isolated developments of sites with dissimilar or incompatible surrounding uses are less successful at travel reduction.

For several reasons, we anticipate that the selected study areas will be cohesive sites rather than historic neighborhoods. These reasons include: a) intent to be as representative as possible of new development proposals to which the trip and parking guidelines will be applied, b) desire to be as consistent as possible with ITE survey and data use recommendations, c) ability to contain and adequately attribute parking supplies and utilization and access/egress points, d) ability to attribute any user-specific TDM measures in effect, e) ability to capture the effects of self-selection and critical mass and to differential project-specific effects from the effects of project context. However, the sites need not be small, isolated or single-use developments. Infill projects will be included as long as site-specific trips and parking can be ascertained through reasonable survey methods. Large specific plans will also meet our criteria and be included in the study.

Distribution of Survey Sites

To provide full coverage for all of the smart growth “D” characteristics, sites will be selected according to the following criteria:

- At least two and up to three in each place type
- All sites will have densities within the range encouraged for smart growth development within their place type
- About ¼ of the sites will be predominantly residential, ¼ predominantly retail, ¼ predominantly office and office serving, about ¼ mixed use
- About 1/3 each: within ¼ mile of rail, between ¼ and ½ mile, greater than ¼ mile
- At least 2/3 with interconnected and walk-able networks
- Range in size from less than 100,000 square feet to several hundred acres
- Include some with ample low price parking and some with parking supplies below prevailing code requirements.
- Some with parking pricing and other TDM pricing strategies

Data Collection

We will survey individual residential, office and retail sites as well as mixes of two or three use types. Per ITE instructions, we will survey a minimum of three sites, and preferably five, in each development category in order to adequately support local trip rates. We will also study at least three mixed use sites. Prior to deciding on the final numbers of survey sites by category, we will investigate the availability of existing data on comparable sites and determine whether it will be advisable to blend the existing and new data to possibly reduce the number of new surveys needed.

Surveys will be conducted in each of the SANDAG Smart Growth place types: metropolitan center, urban center, town center, community center, transit corridor, specialty use center, and rural community. Sites will also exhibit a full range of characteristics generally associated with smart growth development including proximity to transit, urban design and walkability features, density, scale and mix.

Machine counts will be conducted, as recommended by ITE, for 48 continuous hours during Tuesday, Wednesday, Thursday time frame and will be outside of holiday or special event periods. We will perform manual validation/ calibration of machine counts. We will confirm that each survey site is fully occupied and not engaged in special events during the surveys, that all parking serving the site is contained within survey cordon and that it does not share access with other non-survey sites.

Data will be collected as prescribed in ITE *Trip Generation Manual* Chapters 4 and 7, and will include all of the relevant information listed in the contained forms as well as the following information not listed in the ITE forms:

1. Density: Floor area ration (FAR) of all uses, and number of stories
2. Diversity: ratios of commercial, office and resident space and occupants
3. Design: intersections per acre and sidewalk coverage
4. Destination accessibility: jobs within 1 mile radius and jobs within 30 minutes by transit
5. Distance to Transit: bus-stops within ¼ mile, and distance to nearest rail stations
6. Demographics: vehicles per person, people per household, parking spaces per household, percent below-market housing
7. Development Scale: total population and employment within the mixed-use development as proportion of regional totals
8. Demand management: parking pricing, rideshare incentives, transit subsidies, car-share options

ITE provides justification for including variables of the above types in developing local or project-specific trip generation rates, stating that specific studies are warranted to address infill development, mixed-use development, transit proximity, demand management measures and demographic factors. The development characteristics listed above and other independent variables will be used in formulating smart growth trip and parking generation rates only to the degree that they are determined to: a) be reliably measured at the survey sites and reliably quantified for proposed development projects, and b) be strongly correlated with causing variations in travel and parking.

For mixed-use developments, sampling will be conducted of intra-site travel via observational or survey methods described in Chapter 7 of the Manual. At infill sites where parking cannot be contained within a count cordon, we will also use survey sampling methods to ascertain whether people entering and leaving the buildings are traveling by auto, transit, or as pedestrians with or without making multiple local stops.

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

May 8, 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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San Diego Association of Governments

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

May 8, 2008

AGENDA ITEM NO.: **9**

Action Requested: INFORMATION

UPCOMING MEETINGS/AGENDA ITEMS

File Number 1109101

June 12, 2008

- Traffic Engineering New Technologies – SANTEC Members?
- Operational Coordination – Arterial and Ramp Metering Discussion - SANDAG
- San Diego Smart Parking Pilot Project - SANDAG
- CTAC Meeting Update - All

July/August – TBD

Future possible Agenda Items

- Multi-Modal PeMS Project
- Adaptive Signal Control Presentation
- CTAC Meeting Update