



City of San Dimas Public Works Department Traffic Safety Committee

Meeting Minutes

WEDNESDAY, February 15, 2006 at 9:30 A.M.

COUNCIL CONFERENCE ROOM

Committee Members Present: Krishna Patel (Director of Public Works & Traffic Safety Committee Chairman), Shari Garwick (Senior Engineer, San Dimas Public Works), Warren Siecke (Traffic Engineer), Deputy John Rodriguez (San Dimas Sheriff's Station), Cheryl Siefert (Director of Transportation, Bonita Unified School District), John Campbell (Street Maintenance Superintendent, San Dimas), Gary Bishop (Street Maintenance Supervisor, San Dimas).

02-06-01 HOOVER COURT

REQUEST FROM JIM BLACK, RESIDENT: Install "Not a Through Street" sign to indicate that this is a dead end street and there is no room to turn around. Trucks back-up down the street because there is nowhere to turn around.

DISCUSSION: Mr. Black attended the meeting and indicated that motorists, including semi-truck drivers, think they can cut through on Hoover Court to get to Gladstone and then get stuck and have to back-up to 5th Street. He recommends putting a sign on the light pole 30 feet up from 5th Street.

RECOMMENDATION: Install "Dead End Street" sign at BCR on Hoover Court.

02-06-02 NORGATE STREET & BALTON AVENUE INTERSECTION

REQUEST FROM NEIL OUDEJANS, RESIDENT: Install stop signs for east/westbound traffic on Norgate at NEC and SWC of intersection. Motorists from Glendora Marketplace travel down Gladstone then turn on Balton to make a U-turn. Many "near misses" at intersection.

DISCUSSION: Due to close proximity of Gladstone Street and to improve circulation at this uncontrolled intersection, install STOP signs as noted above. This will also help to eliminate confusion, as surrounding intersections all have STOP signs.

RECOMMENDATION:

1. Mail letters to neighborhood residents to warn them of upcoming STOP signs.
2. Install warning flags 2 weeks prior to installation of permanent STOP signs.
3. After warning period, install permanent STOP signs and legends at BCR as noted above.

02-06-03 AVENIDA ENTRADA/PASEO CORRIDO – ENTRANCE TO COUNTRY CLUB

REQUEST FROM JULIE & STEVE RICCARDO, JOE BORGES, M.L. WRIGHT, IVAN & IVA VASILJ, LAURA & ROBIN BLAIR, HASHMI FAMILY, RESIDENTS: Install northbound and southbound STOP signs on Paseo Corrido.

DISCUSSION: Upon investigation, it was observed that visibility for northbound motorists is hindered by landscaping due to the curvature of Avenida Entrada on the SWC of Avenida Entrada/Paseo Corrido.

It was noted that Traffic Investigation Requests were turned in by several residents in the neighborhood, including the resident at 1415 Paseo Corrido, who would be most affected by the installation of a STOP sign for southbound traffic on Paseo Corrido. As a courtesy, this resident should be contacted prior to installation, and letters sent to neighborhood residents.

RECOMMENDATIONS:

4. Mail letters to neighborhood residents to warn them of upcoming STOP signs.
5. Install warning flags 2 weeks prior to installation of permanent STOP signs.
6. After warning period, install permanent STOP signs with "ALL WAY" plates at the following locations:
 - a) South of catch basin on west side of Paseo Corrido in front of resident at 1415.
 - b) At BCR on east side of Paseo Corrido.
7. Paint STOP bar and legend to align with sign.

02-06-04 TRAFFIC CONTROL PLAN FOR WESTERN DAYS

REQUEST FROM TED POWL, CHAMBER OF COMMERCE: Review draft Traffic Control Plan and Stage Coach Route for Western Days Festival to be held on October 7 & 8, 2006.

DISCUSSION: It was noted that the plans submitted do not meet all MUTCD requirements – some signs are missing. At a minimum, on local streets signage must meet "Watch Manual" requirements, and on faster streets, MUTCD requirements must be met.

Two different traffic control plans were submitted: one for pre-parade and parade closure, and one for post parade closure. See attached plans for traffic control signage designations.

Other issues discussed:

- Vendors on Bonita Avenue need the street closed off permanently during the festival, but need to be able to access the street for setting up prior to the festival.
- Congestion issues were discussed in regard to staging area and circulation for band competition.
- Street closures are manned by bandbooster parents.
- Current check-in locations were designated after trial and error of previous years. Current designations are what have been determined to work the best.
- Each year there are always a few motorists and pedestrians who ignore barricades.
- Type 3 Barricades should be avoided in certain places due to size and trip hazard.
- Type 3 barricades are not needed on Iglesia at Pony Ride. Series of Type 1s should be used instead.
- Clear signage for "Parade Check In" and "Event Parking" should be installed to direct participants, volunteers, and motorists.
- Stagecoach enters and exits on 1st Street. Pedestrian traffic crosses 1st Street from City Hall to park.

- Low profile vehicles will be parked across Bonita Avenue at San Dimas Avenue and Walnut Avenue for the duration of the closure.

RECOMMENDATION:

1. Plans to be revised as per attached corrections.
2. Continue item to March agenda.

02-06-05 ARROW HIGHWAY/BONITA AVENUE INTERSECTION

REQUEST FROM GLORIA MADRIGAL, RESIDENT: Review location and visibility of “No U-Turn” signage for eastbound Arrow Highway traffic. Current sign is too distant and not clearly visible to motorists who are unfamiliar with the intersection.

DISCUSSION: U-turn sign on mast arm is faded, and eastbound sign is missing from meridian island. As a side note, it was also observed that the timing on the signal light for the I-210 northbound Arrow Highway off-ramp appears to be off.

RECOMMENDATIONS: E-mail Caltrans regarding the following:

1. Check timing on signal light at Arrow Highway NB 210 off-ramp.
2. Replace faded U-turn sign on mast arm for eastbound traffic on Arrow Highway.
3. Replace missing U-turn sign at eastbound, west leg meridian island.

02-06-06 SHULL ELEMENTARY SCHOOL

REQUEST FROM CHRIS ANN HORSLEY, PRINCIPAL: Convert “No Parking” zone to “20 minute parking” zone in front of bus drive-through.

DISCUSSION: It was noted that this “No Parking” zone was designated as a “drop-off” area and created in direct response to the schools’ previous indications that this is what was preferred for this location for the safety of parents and students. A “20 Minute Parking” regulation would be very difficult for the Sheriff’s Department to enforce.

It was suggested that Shull School designate spaces on-site for 20 minute parking, however, it was also noted that there is no more room in front for on-site parking. The bus loop area isn’t wide enough to accommodate parking spaces. Currently, the buses have to drive over the grass in order to navigate the corner.

It was noted that parking is an on-going problem throughout the district, and it would be in the District’s best interest to hire a Traffic Engineer to study all of the school sites and make recommendations as to how the many parking and circulation issues should be resolved.

RECOMMENDATION: Letter to Ms. Horsley noting the following:

1. Current street parking designations will be left as-is.
2. School will need to review on-site parking and modify to meet their needs.
3. It is highly recommended that the District hire a Traffic Engineer to review all parking and circulation issues throughout the District.

02-06-07 AVENIDA LOMA VISTA/SAN DIMAS AVENUE

REQUEST FROM SHERIFF'S DEPARTMENT: Install "No Right Turn on Red" sign at BCR and on traffic signal pole to alleviate some of the potential for visibility problems caused by Avenida Loma Vista motorists unsafely entering speeding traffic on San Dimas Avenue.

RECOMMENDATION: Install signs as noted above.

02-06-08 HORSETHIEF CANYON PARK/SYCAMORE CANYON ROAD

REQUEST FROM STAFF: Modify existing equestrian signs on Sycamore Canyon Road to prohibit horseriding on road. Consider installation of new signage at Horsethief Canyon Park that directs equestrians to use new equestrian trail.

DISCUSSION: It was mentioned that the equestrian center is in support of installing directional signs so that equestrians won't start using the arena as a trailhead. It was decided that, before signs are removed or replaced in the public right-of-way, the equestrian trail should be completed and the Community Development department should decide on the design of the directional signs. PROW signs will be created and installed to match the directional signs designed by Community Development.

RECOMMENDATIONS:

1. Contact Community Development to inform them that signs will be installed after they have designed directional signs and completed equestrian trail.
2. After directional signs are designed by Community Development:
 - a. Install directional sign on first equestrian fence pole at park entrance.
 - b. Remove first "Watch for Horses" sign on east side of Sycamore Canyon Road.
 - c. Install "No Horses Past this Point" sign on light pole at elongation of curve on NEC of Sycamore Canyon Road.
 - d. Replace all "Watch for Horses" signage with MUTCD "No Horses" signage.
 - e. Install "No Horses" signage at north entrance of equestrian center.
 - f. Install "No Horses" sign at north end of current trail for southbound traffic.

02-06-09 ALLEY EAST OF MONTE VISTA, BETWEEN 4TH & 5TH STREETS

REQUEST FROM STAFF: Review alley parking for this address in response to concerns raised by resident, Mr. White.

DISCUSSION: It was noted that Los Angeles County Code currently prohibits alley parking and this would need to be waived in order to allow parking in alley.

Upon investigation, it was noted that the alley is not wide enough to make the findings necessary to accommodate both ADA and emergency vehicle accessibility. In addition, 2-way traffic would not be able to pass in the alley without driving on private property.

RECOMMENDATION: Contact resident to notify him that alley parking will not be allowed, and that residents with ADA placards are allowed to park on the street at any time without a permit being required. Suggest that resident make use of on-site parking.

02-06-10 2nd STREET & EUCLA INTERSECTION

REQUEST FROM STAFF: Review visibility in all directions. Employees from Henkels & McCoy park at this intersection, limiting visibility.

DISCUSSION: At the time of investigation, no apparent visibility issues were observed. However, it was suggested that the curb in front of the fire hydrant be painted red, just to ensure that parking regulations are observed.

RECOMMENDATION: Paint 15 feet of red curb in front of fire hydrant to BCR.

CONTINUED ITEMS**01-06-02 ARROW HIGHWAY (NEAR MAIMONE)**

REQUEST FROM JODIE THERIOT, RESIDENT: Continued from meeting of January 18, 2006. Request was to install enforcement cameras at intersection because left-turning traffic from Arrow into the IHOP parking lot area makes U-turns and other illegal turns, blocking and impeding traffic flow. On February 6, 2006. Ms. Theriot phoned to further explain the problem.

She stated that cars *exiting* the shopping center (between IHOP and Mobil Gas Station) make a left turn onto Arrow Hwy in eastbound direction. Instead of entering the immediate left lane, they go to the far right lane because they either want to go to Target or they want to get to the freeway. This causes congestion because they block the intersection. In addition, westbound motorists in the left-turn lane who want to turn left on Maimone have to wind around cars blocking the intersection, and sometimes these left-turn only cars make a U-turn to the east. This causes total congestion because they have to wait until the light turns red. As a result, motorists cannot turn right from Arrow onto Maimone because there are cars blocking the intersection in all directions. She again requests installation of cameras or signage prohibiting U-turns.

DISCUSSION: It was noted that a red light camera requires that a deputy be present at the time of infraction in order to issue a citation.

The problem is that more people are traveling eastbound on Arrow Highway at this time of day, and the timing on the traffic signals may need to be adjusted in order to accommodate the heavier flow of traffic in this direction.

RECOMMENDATIONS:

1. E-mail Caltrans and phone Caltrans' local supervisor to review traffic signal synchronization at Target Center and at Maimone.
2. Sheriff's Department to continue enforcement.