MINUTES

CITY OF SAN DIMAS
PUBLIC SAFETY COMMISSION
TUESDAY SEPTEMBER 19, 2006 6:00 PM
CITY HALL
245 EAST BONITA AVENUE

ATTENDANCE:

Members:	**Staff/City Representatives - Guests:**
Bruce Colburn, Chair	
Bethany Gilbert-Jones, Vice Chair	Councilmember Sandy McHenry
David Harbin	City Manager Blaine Michaelis
Karol Curtis	Capt. Jim Curtis – Sheriff's Dept.
Robert Anderson (excused)	Lt. Mike Rodriguez – Sheriff's Dept.
Alan Nash	Sgt. Dave Barker Sheriff's Dept.
Francis Arocha	Dep. Brady Thomas
Don Handley	Dep. Alan Rich
Dave Campbell	Dep. Alan Wetters
Bob Olander	
James Sloniker (excused)	
Neil Oudejans	

I. Welcome and Call to Order
Meeting called to order by Chairman Colburn at 6:00 pm.

II. Business from the public not on the agenda
None

III. Approval of the July 18, 2006 Minutes – Commissioners absent from the meeting abstained.

IV. Annual report from the Community Action Team of the Sheriff's Department

An overview of the past 6 months was provided. Sgt. Barker introduced the members of the team – Deputies Thomas, Rich, Wetters, and McKenzie. Sgt. Barker provided a month by month summary of statistics and activities of the CAT. There have been 219 arrests, graffiti enforcement, burglary suppression, and follow up investigative work. Lately the CAT has focused on smash and grab burglaries from vehicles. Traffic operations – 40 cars towed, 57 cites, 15 arrests. With a recent sobriety check, 31 cars towed, 45 cites, and 11 arrests. Recent cross walk enforcement produced 54 cites in the downtown. Other CAT activity includes providing Emergency Operation Center assistance to the city and work with the city code enforcement program. Also, the team has been focusing on parole checks.

The School Resource officer reported 87 arrests, 95 cites and 171 reports from the last year. The SRO participates in school attendance reviews, safety committee and youth and family coalition activities. He also provides assistance to school emergency response plans, safety drills, and assists with school programs and presentations.

Commissioner Nash commented on the success of the Code 4 program recently produced by the Department.

Captain Curtis noted the Department's focus on efforts to address hot prowl burglaries in the Covina Hills area.

V. Reports from Staff

City Manger Michaelis provided a Costco update, noted that the city recently received approval for its safe routes to school program (speed feedback signs for all school sites) and mentioned to the commission that we may be requesting their comments on the city's policy for speed humps. Manager Michaelis also reported on the city's response to recent accidents on San Dimas Avenue – request for an engineer's review and recommendation to be submitted to the Traffic Safety Committee and the City Council for consideration.

VI. Reports from Commissioners

Commissioner Nash expressed concern with the San Dimas Avenue/Fence accidents. He expressed it was common sense to take the fence down.

Commissioner Gilbert-Jones asked why the vinyl fence had not been installed – why had not the wood fence been removed – where were the investigators with the April 2005 accident?

Commissioner Arocha offered concern and interest but felt to reserve judgment on the matter.

Commissioner Curtis noted that the Commission only provides recommendations. On another matter, she noted that Walnut Station contracts with West Covina for fingerprint processing. She wanted to know if such a program would be of help to us. Captain Curtis provided some background and the feeling that the Department could otherwise address the issue satisfactorily.

Commissioner Harbin asked staff to look at the safety of visibility of turning right (west) from Eucla onto Arrow.

Commissioner Campbell noted the issues and catch-22 situation over removing the fence or other actions that may be taken in response to the accidents on San Dimas Avenue.

Commissioner Olander inquired about the safety of traffic turning east from the Via Verde 76 station to the freeway – noting that there is a median in the street and only a right turn is allowed.

Commissioner Colburn expressed an interest in the Commission adopting a position or recommendation regarding the San Dimas Avenue accidents.

The Commission engaged in a general discussion over the San Dimas Avenue accidents for some time. Ultimately the 10 Commissioners present voted to add the matter to their agenda and voted the following recommendation:

"The Public Safety Commission is very concerned with recent accidents on San Dimas Avenue. The Commission encourages the city to explore and implement appropriate safety measures as soon as possible."

VII. Adjournment at 8:10 pm. Next Public Safety Commission meeting October 17, 2006 6 pm

CITY OF SAN DIMAS MEMORANDUM

DATE: Thursday, October 12, 2006

TO: Public Safety Commissioners

FROM: Blaine Michaelis, City Manager

SUBJECT: Discussion – policy to use speed humps to address vehicle speeding

This item is on the agenda for a general discussion regarding the development of a policy to use speed humps/bumps to control residential vehicle speed. The city council will soon be considering recommendations regarding a city speed hump policy. Our approach at the Commission meeting will be to offer some background on the issue; note what other cities have done; and open up the discussion for commissioner comments.

Background

For some time, the city has utilized an informal policy that speed humps/bumps would not be installed in city streets as a means to control vehicle speed. Some of the reasons for the informal policy were:

- Damage and wear and tear on vehicles.
- Speed humps/bumps slow *all* traffic, not just those driving too fast.
- Affect on emergency vehicle response times.
- Noise and pollution near the devices as vehicles slow and speed up quickly.
- Effectiveness – drivers just drive faster between the humps/bumps or traffic just shifts to other streets to avoid the streets with humps/bumps.
- Liability should accidents occur with the intentional placement of an obstruction in a street to slow traffic.
- Several streets where speed was a reported problem would not be safe places to install humps/bumps (steep streets, etc)

Over a year ago, the city council made the informal no speed hump/bump policy a formal policy. Our response to residential speed concerns has been to have the city's Traffic Safety Committee evaluate the area for potential adjustments, provide driver education to reduce speed with the radar trailer, and more speed enforcement from the Sheriff's Department.

A few months ago, the city council asked staff to see what other cities have done with respect to speed humps/bumps and to revisit the no speed hump/bump policy. The attached information is the preliminary result of that direction. It provides a draft policy statement for deliberation and discussion and a comparison chart to show what other cities have done.

Action:

1. Receive a presentation from staff providing background to the issues of using speed humps/bumps.
2. Review of what other cities have done and a potential policy for San Dimas.
3. Discussion of how the policy could be implemented.
4. Commissioner suggestions for issues the city should consider with respect to speed humps/bumps.

C: Draft potential Speed Hump Policy
Comparison of Speed Hump Policy provisions from various cities

Exhibit "B"

CITY OF SAN DIMAS SPEED HUMP POLICY

DRAFT

Introduction

1.1 Speeding on local residential streets has been one of the most frequently mentioned concerns expressed by residents and one of the most difficult and elusive problems confronting many cities in California. In the City of San Dimas oftentimes the problem is resolved by enforcement of the speed limits or by installing additional advisory and/or regulatory signs.

1.2 In addition, residents request the installation of some type of traffic control measure, such as "speed bumps" or "speed humps" to address the speeding problem in their neighborhood. A speed bump is an abrupt pavement feature, three to four inches in height and one to three feet in length at the base. They are commonly installed on private roadways and shopping centers but are not recommended for use on public streets. By comparison, a speed hump (see Attachment A, "Speed Hump Standard") is approximately three inches in height and 12 to 14 feet in length at the base and therefore is much gentler in configuration without the "jarring" effect of speed bumps. Only speed humps are eligible for consideration under this policy.

1.3 In an effort to address these concerns, staff and the Traffic and Safety Committee have conducted extensive research on how other jurisdictions approach the issue of speeding on residential streets and have formulated this policy based on those findings and the City Council has adopted this policy.

General Policy

2.1 Speed humps will only be considered as a last resort to control speeds on local residential streets, once all other feasible measures/alternative actions have been taken and have proven ineffective. Local residential streets are defined below.

2.2 It is the policy of the City to require that the criteria set forth below are met prior to consideration for installing speed humps on any local residential street for the purpose of controlling speed.

2.3 The City reserves the right to install, alter, or remove any or all speed humps in the future at its own discretion, based on a determination by the Traffic Safety Committee and/or City Engineer that the action advances, public health, safety or welfare.

Criteria for Installation of Speed Humps

3.1 Physical Criteria

1. Street Classification

The street shall be classified a local residential street, and shall not be designated as an arterial or collector in City, County or Federal Plans.

2. Speed Limit

The speed limit for the street shall not be greater than 25 mph.

3. Street Width

The paved width of the street shall not exceed 40 feet and there must be curb and gutter on both sides of the street.

4. Number of Lanes

Speed humps shall not be installed on streets having more than two travel lanes (one lane in each direction).

5. Street Grade

Speed humps shall not be installed in areas where the street grade exceeds 5%.

6. Horizontal and Vertical Curves

Speed humps shall not be installed on horizontal curves of less than a 300-foot centerline radius.

Speed humps shall not be installed on vertical curves with less than the minimum safe stopping sight distance in accordance with the Caltrans Highway Design Manual.

7. Sight Distance

Speed humps shall not be installed on streets where the minimum safe stopping sight distance of at least 200 feet can not be provided.

8. Length of Street/Block/Cul-de-sacs

Speed humps shall not be installed on streets with lengths of less than 800 feet and must be uninterrupted by traffic signals, stop signs or yield control for 1500 feet. This includes blocks and cul-de-sacs.

9. Location

a) Speed humps shall be placed adjacent to property lines and street lights whenever possible.

b) Majority of abutting development shall be fronting or side-on single family residential.

b) Speed humps shall be placed more than 10 feet from a driveway whenever possible.

c) Speed humps shall not be placed within 25 feet of a fire hydrant.

d) Speed humps shall not be placed over manholes, water valves, or other utility vaults and shall be 25 feet from these facilities whenever possible.

e) Speed humps shall not be installed in front of catch basins or drainage structures.

10. Speed Hump Dimensions

Speed humps shall not exceed a maximum height of 3", shall be 12' in width, 2' from the gutter and taper to join existing pavement.

11. Spacing

Speed humps shall be spaced between 400 and 600 feet apart whenever possible and at least 150 feet from intersections.

12. Signs and Markings

"BUMPS AHEAD, 15 MPH" signs and "BUMP" pavement marking shall be placed approximately 300 feet and 100 feet prior to each bump respectively.

13. Candidacy

Candidate shall meet **ALL** above requirements.

3.2 Other Criteria

1. Traffic Volume

Speed humps shall not be installed on streets with a minimum average daily traffic volume (ADT) of less than 500 vehicles per day or with a maximum average daily traffic volume (ADT) of more than 2500 vehicles per day. 85th percentile speed must exceed 30 miles per hour.

2. Alley

Alleys will not be considered for speed humps

3. Transit Routes

Speed humps shall not be installed on streets with established transit or school bus routes.

4. Emergency Vehicle Access

Speed humps shall not be installed on streets that are defined or used as primary or routine emergency vehicle access routes.

5. Traffic Speeds

A traffic engineering study, as determined by the City Engineer, shall be performed to confirm the magnitude and extent of the speeding problem and to ensure that the installation of the speed humps can be expected to appreciably address the problem.

6. Neighborhood Support

Speed humps shall not be installed on, modified, or removed from, any street unless 67% of the residents express written support of such action as discussed below, or unless in accordance with section 2.3, above.

7. Other Agency Notification

The emergency services providers (i.e. Sheriff's Department, Fire Department Ambulance Service), school districts, transit operators, refuse collectors and street sweepers shall be notified of the proposed speed hump installation.

Procedure for Resident Initiated Consideration and Installation

4.1 The consideration of the installation, modification or removal of speed humps may be initiated by resident's request in accordance with the following procedures.

1. Any resident may submit a written request to the City Engineer for consideration of the installation of speed humps. Upon receipt of a written request, if all other feasible measures/alternative actions have been taken and have proven ineffective, the City Engineer will then evaluate the street to determine if the street meets the physical criteria set forth in this policy for the installation of speed humps.

2. If the street is determined to be eligible for consideration of the installation of speed humps, the requestor will provide the City Engineer with a petition in accordance with the requirements listed below.

4.2 The consideration of the installation of speed humps may be initiated by acquiring a petition form from the City by a resident on the subject street and in accordance to the requirements listed below.

1. Petitions for consideration of the installation of speed humps shall be made on the City's petition form (see Attachment B). A separate petition shall be submitted for each street on which speed hump installation, modification or removal is being requested. Petition forms can be obtained from the City's Public Works Division. **DO NOT SUMBIT A PETITION UNTIL YOU RECEIVE THE PROPER FORM FROM THE CITY.**

2. Each petition to install a speed hump shall contain signatures representing of at least 67% of the residential properties of the subject street affected by the proposed action, in favor of that action. Each residence on the subject street as well as the residences within 300' of the subject street shall be notified of the planned hump installation in writing at least three (3) weeks prior to construction. Each residence/household will only have one (1) vote. It is the responsibility of the requestor to obtain the necessary signatures.

3. All petitions to install a speed hump shall contain signatures obtained within six months prior to the submittal date to the City Engineer.

4.3 Upon receipt of the petition, the City Engineer will verify that the petition contains the required number of signatures in favor of the proposed action. If the petition does not meet the required number of signatures, the petitioner(s) will be notified of the petition's failure to meet the requirement. If the petition contains the required number of signatures in favor of the proposed action, a neighborhood meeting will be scheduled to discuss the advantages and disadvantages of speed humps. Residents will receive notification of the meeting two (2) weeks prior to the meeting date. In addition, staff with will conduct an independent survey to verify 67% support.

4.4 If the installation of the speed humps is approved by the City Engineer, all residents on the affected street(s) shall be given notice of the planned action at least three (3) weeks prior to installation.

4.5 The decision of the City Engineer may be appealed to the City Council within two (2) weeks of notification of installation of the speed hump(s).

4.6 The Committee shall consider the staff report, receive citizen input, and make recommendations as to whether the street be considered for the installation of speed humps.

4.7 The City Council shall consider the Traffic Committee recommendation, receive citizen input, and make final determination whether to install speed humps on the subject street. The City Council's decision shall be final.

5.0 Funding and Priority

5.1 Each year the program for installation of speed control humps will be reviewed for inclusion in the budget by the City Council as submitted by the Traffic Safety Commission and the City Engineer.

5.2 The City Council may budget a specified amount of the funds each year to be used for installation of speed humps at approved locations based on a priority basis.

5.3 Priorities will be established by multiplying the percentage of vehicles exceeding 25 mph by the 24 hour traffic volume. Streets yielding the highest numerical value as a result of the computation will have the highest priority.

DRAFT

Exhibit "B"

Procedure for Resident Initiated Speed Hump Removal

6.1 Speed humps shall not be considered for removal within the first two years of installation unless it is deemed by the City Engineer and or Traffic Safety Committee that the action advances public health, safety or welfare.

6.2 In order to be considered for removal a petition to remove a speed hump shall contain signature representing of at least 67% of the residential properties affected by the propesed action, in favor of that action. Affected residents are those along the affected portion of that street (within 300' of any speed hump of to the nearest intersection with a street that allows ingress and egress from the neighborhood, whichever is further). Each residence/household will only have one (1) vote. It is the responsibility of the requestor to obtain the necessary signatures.

6.3 The cost of removal of the speed humps shall be borne by the parties signing the petition for removal. Actual removal of the existing humps will not take place until an amount equal to the estimated cost for removal is in to the City from those signing the petition.

6.4 Notification of Residents – Following receipt of a petition, the City shall notify each residence of the subject street at least two weeks prior to consideration of the item by the Traffic Committee.

6.5 Staff Review – City staff shall conduct appropriate studies of traffic volume and speed, area conditions, accident history, potential diversion of traffic to adjacent streets, and other factors deemed necessary. In addition, staff will conduct an independent survey to verify 67% support for the removal of the speed humps.

6.6 Traffic Committee Review – The Committee shall consider the staff report, receive citizen input, and make recommendation as to whether the speed hump shall be removed.

6.7 City Council – The City Council shall consider the Traffic Committee recommendation, receive citizen input, and make final determination to whether to the speed hump shall be removed.

6.8 Reinstallation – If speed humps are removed at the request of residents and there is a subsequent request for reinstallation, it shall be processed per the guidelines. The cost for reinstallation shall be borne by the requesting residents if said request is made within five years after the removal of speed humps. No City fund shall be used for reinstallation within the 5-year period.

Comparison of Speed Hump P

Criteria	Brea	Diamond Bar	Glendora	Ontario	
Policy Adopted	1980	July, 2002	October, 2004	In process of being adopted	
Number Installed to Date	Unknown	14	Unknown	4	Unknown
Street Classification	Residential Streets only	Local residential streets only	Street must not be a truck or bus route	Only in Industrial areas to control speed racing	Only local
Speed Limit	15 mph	25 mph	25mph	35mph or less	25 mph
Street Width	To be designated to streets in residential areas only for the slowing of traffic.	Not to exceed 40 feet, must be curbed on both sides of the street.	Not to exceed 44 feet curb to curb. Excludes alleyways. Must have curb and gutter on both sides of the street.	Not specified	Not Specif
Number of Lanes	Unknown	One lane each direction	One lane each direction	One Lane in each direction	Unknown
Street Grade	Unknown	No more than 5%	No more than 5%	8% or less	Unknown
Horizontal Curve	Unknown	No less than 300-foot centerline radius.		No extreme alignment allowed	Unknown
Vertical Curve	Unknown	Must meet minimum safe stopping sight distance in accordance with Caltrans Hwy Design Manual		No extreme alignment allowed	Unknown
Sight Distance	Unknown	Minimum 200 ft. stopping sight distance	Minimum 250ft unobstructed sight distance, which may be increased by 20% on streets with a grade of 3% or greater.	Visible for a minimum of 200ft.	Must be u 1500 feet
Length of Street/Cul-de-sacs	At least 1200 feet	No less than ¼ mile (1,320 feet), including blocks & cul-de-sacs.		At least 1/4 mile	Must be u 1500 feet
Location	1. 25' away from manholes and fire hydrants 2. 200' away from intersections 3. To be marked with appropriate signage and striping. 4. Not a priority route for emergency vehicles or bus routes.	1. Adjacent to property lines and street lights whenever possible. 2. More than 10 feet from a driveway whenever possible. 3. Not within 25 feet of a fire hydrant. 4. Not over manholes, water valves, or other utility vaults and at least 25 feet from these facilities whenever possible.	1. Min. 1000ft straight length uninterrupted by traffic signal, stop or yield control. 2. Not permitted where substantial diversions of traffic to other local streets may occur. 3. Not within 25 feet of a fire hydrant. 4. Must be 10ft from driveways, manholes, drains, water valves, street monumentation and other appurtenances.	1. At least 1/4 mile. Uninterrupted by stop signs or traffic signals. 2. Shall not be installed on streets when anticipated traffic will be diverted to another industrial street or in alleyways. 3. Shall not be placed over manholes, water valve covers, junction chambers, pull boxes or other similar street installations. 4. Should be placed at property lines, adjacent to street lights. 25 ft from fire hydrants and manholes. 10ft from driveways. 200ft from intersections.	1. 25' awa hydrants. 2. 250' av 3. Must h warn vehic
Maximum Height	4" high, 12" wide	Not to exceed 3"		Between 2 5/8-3 1/8", 12-20' long	4" high, 12
Spacing	400-600 feet apart	400-600 ft apart and at least 150 ft. from intersections	200-400 ft apart	200-400ft between humps.	450' to 60
Traffic Volume	3000 vehicle average per day	Bet. 500 – 2,500 vehicles per day	Between 1000-3000 vehicles per day	Between 500-3,500	Average d vehicles p
Transit Routes	Not to be installed on a primary route for emergency vehicles or buses.	No installation on transit routes.	No installation permitted.	Not to be installed on streets when anticipated traffic will be diverted to another industrial street	Not a prio services o
Emergency Vehicle Access	No to be installed on a primary route for emergency vehicles.	No installation on streets defined or used as primary or routine emergency vehicle access routes.		Not specified	Should no route for e
Traffic Speeds	85th percentile must exceed 30 mph	Must be studied and confirm that humps are best solution	85th percentile speed on street must be a minimum of 35mph	35mph or less	25mph
Neighborhood Support	Must show petition signed by 65% of head of households of homes on street to be considered by Traffic Engineer.	At least 67% of residents express written support.	At least 67% of residents express written or verbal support.	Not specified	Should ha Househol
Process after Petition	Petition is reviewed by City Staff, followed by traffic studies. Police and Fire Dept. also review petition. If petition is passed all residents shall be notified at least 3 weeks before installation	Unknown	Petition is reviewed by City Staff, followed by traffic studies. Staff reports findings to TSC, if TSC approves then the petition moves to City Council. If petition is passed all residents within 100' of hump support installation.	Ontario City Council approved of installation in Industrial areas only. Installation was to control speed racing.	Petition is followed b reports fin approves City Coun residents least 3 we